

50X1-HUM

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

DATE DISTR. 10 May 1949

SUBJECT Shipbuilding at the
Oderberg ShipyardNO. OF PAGES 2
50X1-HUMPLACE
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SUPPLEMENT TO
REPORT NO.

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1. Before the war the shipyard in Oderberg was merely a small repair workshop. Since the end of the war, the Soviets have extended this yard by building new workshops and installing German and Soviet machinery. At present it is the largest of its kind in Germany. The offices of the yard are located in Berlin-Karlshorst.
2. In August 1947, the chief engineer Yevgeni Khabarov worked out an expansion plan which was approved two months later by the Moscow authorities. According to this plan, two brick buildings of three stories containing 200 lodgings for German workmen and for the crews whose ships were under repair were to be constructed. Furthermore, the plan provided for one shop each for electrical and painting works, as well as for a fuel depot, a sawmill, and a mechanical workshop. The approved credit was 20 million RM. The whole enterprise was to be militarized.
3. The managing director is Morosov, chief of personnel is Selenukhin. One of the personnel sections is in Frankfurt/Oder. Workmen and clerical staff are Germans, and in addition there are 18 Soviets.
 - a. The chief manager is Bulanov, from Moscow, who arrived in Germany in February 1948. Bulanov's predecessor was Kushchenko, who is at present head of the technical supply section at the head office in Berlin.
 - b. Assistant manager and technical director is Chief Engineer Yevgeni Khabarov.
 - c. Shermanaki is foreman ("prorab").
 - d. Head bookkeeper is Kuchinski.
 - e. The river commander is 1st Lieutenant Kolpikov, who belongs to the River Komendatura at Oderberg.
4. The yard obtains its coal from Poland and Silesia. The coal is being delivered to the railway station Ant-Henendorf and is transported from there to the yard by trucks as the railway line into Oderberg is destroyed.

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-2-

50X1-HUM

- a. Iron components are supplied from German and Soviet factories, inter alia from Brietz near Eberswalde.
- b. Copper components are supplied by the works in Finow and from the USSR.
- c. Electrical power is supplied by the Eberswalde works via Oderberg.
- d. Timber comes from Germany and is sawn at the mill in Oderberg, and partly at the yard mill which has eleven saws.
- e. Motors come from the USSR; iron components for steam engines from the works of the town of Brietz; the screws, nuts, and bolts from Eberswalde.
5. The yard constructs modern river boats, rebuilds old ones, and carries out all types of repairs.
6. The following work was done during the three months ending 1 October 1948: 50X1-HUM
 - a. 2 new river ships of 250 HP were built.
 - b. The following were reconditioned: 300 river barges from 150 to 700 BRT; 11 river ships (8 with 250 HP and 3 with diesel engines with 150-400 HP). Of the latter, the following names have been ascertained: Kovsha, Bug, Syzranka, Lena, Neva, Ussuri, and Oder (a German ship).
 - c. 45 river barges, of 700 BRT each, were reconstructed to be used for military transport.
 - d. 12 landing boats, 8 x 2½ meters, were newly-built and equipped with 6-cylinder ZIS gasoline motors. These boats were sent to the landing base at Eberswalde.
 - e. 4 ships were transformed for military transport; 3 of these are troopships and one is to serve as a river ferry. The 3 transports have a capacity of 400 men each and are equipped with 300 HP motors. Their names are: Siegesfürst, Randow, and Theodor Fontane.
 - f. 10 ferry bridges were built. 50X1-HUM

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